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FURTHER PAPERS

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FROM THE ADMIRALTY

RELATIVE TO

The War with America.

Ordered to be printed 5th and 6th June 1815.

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No. 1.

25 Feb. } A REPORT of the Sailing and other Qualities of H. M.
1815. } Ship Cyrus, as found on strict Observation thereof, be-
tween the 1st Day of January 1815 and this Date.

			Feet.	In.
Her Draught of Water was stated to be	-	- { Forward	-	-
		- { Aft	-	-
The Draught of Water which was estimated by the		- { Forward	13	5
Builder to be her best Trim	-	- { Aft	14	2
The Draught of Water found on Trial to be her best fail-		- { Forward	13	9
ing Trim	-	- { Aft	14	3

What should be the Difference between her Draught of Water forward and abaft, to give her the best possible Trim, when from Circumstances she happens to be -	}	Considerably deeper in the	}	Not ascertained.		
		Water than her best sailing				
	}	Draught, as above stated -	}			
		}		Considerably lighter than ditto	}	Ditto.

			Tons.
Quantity of Ballast necessary to bring her to her best	} Iron	-	75
Trim		- { Shingle	-
Quantity of Water she then flows	-	-	37
----- whereof is contained in Iron Tanks - Not in the Establishment.			

				Feet.	In.	
When stowed for {	Channel Service {	Draught of Water {	Forward	-	13	9
			Abaft	-	14	3
		Height of Ports {	Foremost	-	6	7½
			Midships	-	5	1
	Foreign Service - {	Draught of Water {	Forward	-	6	3
			Abaft	-		
		Height of Ports {	Foremost	-		
			Midships	-		
			Aftermoſt	-		
			Not fitted for Foreign Service since Alterations had taken place.			

			No.	Prs.
Gun Deck	-	- { Guns	2	9
		- { Carronades	18	32
Forecastle	-	- { Guns	-	-
		- { Carronades	1	12

How does she stow her Provisions ?	Three Months well.
Does she ride easy at her Anchors ?	Rather easy.
How does she stand under her Sails ?	Pretty stiff.
How does she carry her Lee Ports ?	Pretty high.
Does she roll easy or uneasy in the Trough of the Sea ?	Quick, but easy.
Does she pitch easy ?	Quick, but easy.
Is she, generally speaking, an easy or uneasy Ship ?	Easy.
How does she in general carry her Helm ?	A little a-weather, nearly in Midships.
How does she steer ?	Easy when deep, but wild when light.
How does she wear and stay ?	Rather slow.
Is she weatherly or leewardly compared with other Ships ?	Had no Trial since the Masts were cut, but leewardly before.
How does she behave laying-to ?	Easy.

		Knots.	Fath.
She has run per Hour by the Log, with as much Wind as she could safely bear,	Close hauled	Under whole or single-reefed Topfails and Top-gallant Sails	6 4
		Under double-reefed Topfails	6 2
	Large under all Sail that could with propriety be set Before the Wind under similar stances	Under Courses	Had no Trial.
		Under all Sail that could with propriety be set	9 6
		Before the Wind under similar Circumstances	9 —

What is her best Point of Sailing ?	Wind quarterly.
Comparative Rate of sailing with other Ships ?	Pretty fair.

Is she, generally speaking, a well-built and strong Ship, or does she on the contrary shew any unusual Symptoms of Weakness ?	Well built.
---	-------------

Remarks, stating the Grounds of such of the present Answers as differ from those in last Report, and any other Observations, tending to form an accurate Judgement on the Qualities of the Ship ?

From the Alterations which have taken place in the *Cyrus*, find her much easier, and more weatherly and stiff under sail than before. In a very heavy Gale which we experienced on the 1st Day of February, which lasted 16 Hours, we were obliged to reduce our Sail to the Fore Stayfail and 3 Tryfails, and afterwards to take the Bonnets off them. She then behaved very easy, and went 2 Knots and 4 Fathoms through the Water per Hour, and making little Leeway. The *Cyrus* has had no Opportunity of Trial with any Ship. Having only fell in with the *Scamander*, and remained in company with her a few Hours, with moderate Weather.

(Signed) W. F. CARROLL, Captain.

No. 2.

LETTER from Captain Napier, on the Qualities of His Majesty's Ship Erne.—With Two Enclosures.

Sir,

H. M. Ship Erne, Spithead,
14th April 1815.

I BEG Leave to forward for the Inspection of my Lords Commissioners of the Admiralty, the Report of the sailing and other Qualities of H.M.S. Erne, at the same Time a Statement of the Size of her Rigging compared with that of other Ships of her own Size, merely furnishing a few Ideas of my own, formed upon actual Experience with much Consideration, which if it may please their Lordships to adopt or even to make Trial of in this Instance, I feel persuaded that great Advantage will result as far as relates to the Improvement of H.M.S. under my Command.

By a Reference to the Sailing Report it will be found by her different Qualities that the Erne is a most capital Sea Boat, that she sails very fast, going large or before the Wind, and tolerably well close hauled in a fresh Gale, that she answers her Helm admirably in that Situation and is at the same Time very dry.

From further Observation, however, it is found that in light Breezes or moderate Breezes, either off or by the Wind, the Ship carries a slack Helm and sails very dull, and that even in a fresh Breeze on a Wind she drops to leeward much faster than another Ship would, and at the same Time is excessively stiff or stands well up under her Canvas.

Here then we have Two Defects, the one of falling flow, the other of falling to leeward.

The Reason of her falling flow is, that she does not, when under all Sail, spread sufficient Canvas to force her through the Water; that she stands so well up under her Canvas is, because she has a very round Bottom and not sufficient to heel her over; and that she drops to leeward is because she has not sufficient *bold* of the Water, that is, from her Keel.

That her Sails have not sufficient Power over her may be understood from the following Facts;—that she will carry her Royals when another cannot; that she will carry her T. G. Sails over all Reefs when another Ship must take them in; that she will carry a whole Mainfail, double-reefed Topfails, and M.T.G. Sail, when another Ship will have her Mainfail reefed and only One Reef out of her Topfails. Instances of this Kind I have frequently observed, and it is well known that the Ship never begins to walk (as they say) until we begin to carry on when others do. The Reason is obvious, our Three Reefs are scarcely equal in Power to any other Ship's One; not altogether from the Size of the Sail, although in some Measure, but from the small Degree of Influence that that Sail has upon the Ship's Weight or Shape of the Bottom in the Water; although it may

be nearly as large as those on board Ships of nearly our own Tonnage. A 20 Gun Ship and 429 Tons of about the same Breadth of Beam, but 30 Tons less Burden, is much heavier rigged than the Erne. An 18 Gun Brig, that is Two Feet more in the Beam and 75 Tons less Burden, is rigged far heavier in Proportion although not half the Sea Boat.

I am confident that no Brig could have gone before the Sea and Wind as the Erne did, at the Rate of 11 and 12 Knots under Forefail and *double-reefed* Topfails. Another Ship would *then* have *close-reefed* Topfails; and when we were under that Canvas, and making equally as much Headway, another Ship would have furled her F. and Mizen Topfails, and reefed her Forefail. Had our Sails been larger, we should have reefed *sooner*; but when there is *no* Necessity to reef, but on the contrary *every* Necessity to make sail, the Qualities of the Ship are lost for want of Canvas. In chase of several American Privateers we dropped astern for want of Canvas; and only in one Instance we out-carried a Brigantine going 10 Knots with Sky Sails, Wind a little abaft the Beam, but lost him in a thick Fog when within Half-gun-shot. These are strong Proofs that the Ship is under-rigged in every respect; and it will be further seen by referring to the Comparative Statement I have taken the Liberty to transmit. From the Shape of the Ship's Bottom she stands well up under her Canvas, and even when light in a hard Breeze under a Press of Sail; but her Draught of Water is so small compared to her Height *above* Water, that she *will* go to leeward. She floats two Streaks of Copper out of Water when stored and provisioned for five Months and upwards, and with only the Proportion of three or four Weeks she is not then above six Inches lighter. Here then appears to have been some Miscalculation on the Part of the Projector, otherwise he would have given her a little more False Keel to make her keep a better Wind, or to cause her to keep more hold of the Water. She has on board 60 Tons of Iron Ballast; to give her more with the Idea of bringing *her down* in the Water, she would no longer be so very lively in a Sea, but would act as if she was water-logged. There is no Ballast before the Centre of the Main Hatchway, which is abaft her main Breadth. She requires to be brought down by the Stern, to make her sail either off or on a Wind, but by bringing *her down* by the *Stern*, you bring her Bone Foot *out of the Water*; the Consequence is that she will neither keep to the Wind or carry a stiff Helm. What then is required to make her keep a Wind and be down by the Stern at the same Time? I should say, an additional Foregripe of Four Inches, going off to nothing about the Cutwater, and to be continued aft to the Stern-post as a False Keel of Two Inches, and preserving the Ballast in its present Situation. She requires no more Rudder; that even shakes a little now when going Nine Knots, although reduced Three Inches when at Halifax: formerly it was almost fit to tear off the Stern-post when going Seven Knots. The additional Gripe will always be of Service; but the False Keel will be more particularly serviceable when cruising with few Weeks Stores and Provisions; it will save the Necessity of filling Salt Water, which I have hitherto avoided from every Consideration.

The Ship's Lower Masts are like Spindles in her, and in no wise capable of bringing her off a Lee Shore in a Gale of Wind, although lately strengthened each at Halifax by a $4\frac{1}{2}$ Inch Fir Fish.

The Mainmast is quite crooked. In fact the Masts will not bear setting up the Rigging. It would also be advisable to widen the Channels about Six Inches, and make the Hammock Nettings broad enough to stow Two Hammocks abreast. Then the Ship would be about Two Feet less Height above the Water, she would consequently hold a better Wind. The Hammocks would even then be $7\frac{1}{2}$ Feet above the Deck.

The Ship has been built of green Timber, therefore the Water finds its way through innumerable little Cracks and Rents on the Decks, independent of the Seams. She is not weak for want of Timber; but it is the Manner in which that Timber is put together, and the Quality of it. The Masts have been good Sticks in themselves, but of too slender a Proportion. That they have not been overstrained by carrying on, may be proved by the Fact that the Yards always held perfectly without complaining; and it is evident that a Yard should never be able to carry away a Mast.

In the Table of Comparative Sizes of Rigging, it will there be seen that the *Erne* is very much under-rigged, and I have consequently proposed a sort of Establishment calculated partly from the Tonnage and partly what I know the Ship will easily carry. It is the Shape of the Ship's Bottom more than the Quantity of Water displaced by her whole Weight in the Water, from which I would calculate the Quantity of Canvas, after having had so good trial with Rigging calculated according to her Length and Breadth; but the *Erne* is not even rigged according to her Length and Breadth, neither would I, on my own Principle, put in Lower Masts to that full Extent. The Deficiency is more in the Yards than in the Masts (if those latter were good or stout enough). The Gallows also are too high and too slender; reduce them Six Inches, and the Boats and Booms will hold Six Inches less Wind. The *Florida*, a Ship only 60 Tons larger, is rigged more like a 28 or 32 than a Vessel of such Tonnage.

Under these Considerations, I beg Leave to offer it as my Opinion, that the *Erne* would be very considerably improved by giving her Masts, Yards, and Sails, according to my proposed Establishment; to widen the Channels Six Inches; open the Hammock Nettings, and reduce the Gallows; and to give her Four Inches Gripe with Two Inches False Keel.

With such an Alteration, I have no Hesitation in saying that the *Erne* would be as fine a Ship of a small Class as ever went to Sea, and perhaps preferable Command even to a 12-pound Thirty-two.

I have, &c.

W. J. NAPIER.

(First

(First Inclosure in No. 1.)

14 April } A REPORT of the Sailing and other Qualities of H. M.
 1815. } Ship Erne, as found on strict Observation thereof between
 the 8th Day of March 1814 and this Date.

		Feet. In.	
Her light Draught of Water was stated to be	Forward	-	—
	Abaft	-	1 —
The Draught of Water which was estimated by the Builder to be her best Trim	Forward	-	13 —
	Abaft	-	13 10
The Draught of Water found on trial to be her best sailing Trim	Forward	-	13 2
	Abaft	-	14 1
What should be the Difference between her Draught of Water forward and abaft, to give her the best possible Trim, when from Circumstances she happens to be	Considerably deeper in the Water than her best sailing Draught as above stated		11
	Considerably lighter than Do.		9

		Tons.	
Quantity of Ballast necessary to bring her to her best Trim	Iron	-	60
	Shingle	-	None.
Quantity of Water she then flows		-	44
whereof is contained in Iron Tanks		-	—

When stored for {	Channel Service {	Draught of Water {	Forward	_____
			Abaft	_____
		Height of Ports -	Foremast	_____
			Midships	_____
	Foreign Service {	Draught of Water {	Aftermoft	_____
			Forward	_____
Height of Ports -		Abaft	_____	
		Foremast	_____	
			Midships	_____
			Aftermoft	_____

		No. Prs.	
How armed -	Gun Deck	-	2 6
	Forecastle	-	1 —
		Guns	20 32
		Carronades	1 —

How does she stow her Provisions?	Five Months under Hatches.
Does she ride easy at her Anchors?	Very easy.
How does she stand under her Sails?	Uncommonly well.
How does she carry her Lee Ports?	Very high.
Does she roll easy or uneasy in the Trough of the Sea?	Very easy.

Does

Does she pitch easy?	Very easy.
Is she, generally speaking, an easy or uneasy Ship?	A very easy one.
How does she in general carry her Helm?	Half a turn a-weather.
How does she steer?	Very well.
How does she wear and stay?	Tolerably well.
Is she weatherly or leewardly compared with other Ships?	Rather leewardly.
How does she behave laying-to?	Exceedingly well.

		Knots.	Fm
She has run per Hour by the Log with as much Wind as she could safely bear,	Close hauled	Under whole or single-reefed Topfails and Top-gallant Sails	9 4
		Under double-reefed Topfails	9 —
		Under Courses	3 4
	Large under all Sail that could with Propriety be set	Before the Wind under similar Circumstances	10 —
			11 —

What is her best Point of Sailing? Large, or before the Wind.

Comparative Rate of Sailing with other Ships? Inferior close hauled, and superior large or before the Wind.

Is she, generally speaking, a well-built and strong Ship, or does she on the contrary shew any unusual Symptoms of Weakness? Generally speaking an ill built and weak Ship, and shews unusual Symptoms of Weakness. Since leaving Plymouth she has been caulked outside and in twice, the Seams are very open, particularly on the Decks.

Remarks, stating the Grounds of such of the present Answers as differ from those in last Report, and any other Observations tending to form an accurate Judgement on the Qualities of the Ship.

The Ship has gone for several Hours successively at the Rate of 11 Knots 6 Fathoms and 12 Knots scudding in a hard Gale and in a very heavy Sea, under the Forefail and Topfails close reefed, and sometimes with Two Reefs out as

the Wind abated. She appeared generally to go faster with the Wind on the Quarter. She shipped no Water, except a Spray now and then over the Quarter, through the Inattention of the Helmsman. The Boats on the Quarter were both preserved by turning them Bottom up. In Seven Days she made good a Distance of 1550 Miles.

W. J. NAPIER, Captain.

NAMES OF MASTS, YARDS, &c.	ERNE, 458 $\frac{3}{4}$ Tons.				20 Gun Ship, 429 Tons.				24 Gun Ship, 573 Tons.				Proportion proposed for the ERNE.			
	Masts or Booms.		Yards.		Masts or Booms.		Yards.		Masts or Booms.		Yards.		Masts or Booms.		Yards.	
	Length Feet.	Diam. Inches.	Length Feet.	Diam. Inches.	Length Feet.	Diam. Inches.	Length Feet.	Diam. Inches.	Length Feet.	Diam. Inches.	Length Feet.	Diam. Inches.	Length Feet.	Diam. Inches.	Length Feet.	Diam. Inches.
[ERNE is 30 Tons more than a 20 Gun Ship—54 Do. less than a 24 Do.]																
Main Mast	70 0	20 $\frac{1}{4}$			72 0	21 $\frac{1}{2}$			75 0	27 $\frac{1}{2}$						
— Topmast	42 0	12 $\frac{1}{2}$			43 2	12 $\frac{1}{2}$			45 0	13 $\frac{1}{2}$						
— Gallant Mast	22 0	7			21 7	7 $\frac{1}{2}$			22 6	7 $\frac{1}{2}$						
Fore Mast	63 11	18 $\frac{3}{4}$			64 0	19			66 6	19 $\frac{1}{2}$						
— Top Mast	38 6	12 $\frac{1}{2}$			38 4	12 $\frac{3}{4}$			40 0	13 $\frac{1}{2}$						
— Gallant Mast	20 6	7			19 2	6 $\frac{3}{8}$			20 0	6 $\frac{1}{2}$						
Mizen Mast	53 0	14 $\frac{1}{2}$			61 0	14			64 0	15						
— Topmast	28 0	8 $\frac{1}{2}$			32 5	9			33 9	9 $\frac{1}{2}$						
— Top-gallant Mast	14 2	4 $\frac{1}{2}$			16 0	5 $\frac{1}{4}$			16 10	5 $\frac{1}{2}$						
Bowprit	43 0	20 $\frac{1}{2}$			43 6	21 $\frac{1}{2}$			45 0	22 $\frac{1}{2}$						
Jib-boom	32 0	9 $\frac{1}{2}$			31 0	9			32 6	9 $\frac{1}{2}$						
Flying Jib-boom	32 0	5														
Driver-boom	42 10	8 $\frac{1}{2}$			45 6	8 $\frac{1}{2}$			47 8	8 $\frac{1}{2}$						
Main Yard			59 6	14 $\frac{3}{8}$			63 0	14 $\frac{1}{2}$			65 6	15			63 0	14 $\frac{1}{2}$
— Topfail Yard			42 10	9 $\frac{1}{2}$			45 6	9 $\frac{1}{2}$			47 0	9 $\frac{1}{2}$			47 0	9 $\frac{1}{2}$
— Top-gallant Yard			27 6	5 $\frac{1}{2}$			28 4	5			29 6	6			29 6	6
— Royal Yard			18 4	3 $\frac{1}{2}$			20 0	4 $\frac{1}{2}$			23 6	4 $\frac{1}{2}$			23 6	4 $\frac{1}{2}$
Fore Yard			52 4	12 $\frac{1}{2}$			55 0	12 $\frac{1}{2}$			57 8	13 $\frac{1}{2}$			56 0	13
— Topfail Yard			37 8	8 $\frac{3}{8}$			40 0	8 $\frac{1}{2}$			41 0	8 $\frac{1}{2}$			41 8	9
— Top-gallant Yard			24 6	4 $\frac{1}{2}$			25 6	5			25 10	5 $\frac{1}{2}$			25 10	5 $\frac{1}{2}$
— Royal Yard			16 4	3 $\frac{1}{2}$			18 0	4 $\frac{1}{2}$			20 6	4 $\frac{1}{2}$			20 10	4 $\frac{1}{2}$
Cross Jack Yard			37 8	8 $\frac{3}{8}$			40 0	8 $\frac{1}{2}$			41 0	8 $\frac{1}{2}$			34 0	9 $\frac{1}{2}$
Mizen Topfail Yard			28 3	6 $\frac{1}{2}$			31 0	6 $\frac{1}{2}$			31 5	6 $\frac{1}{2}$			32 6	—
— Top-gallant Yard			19 0	4			19 0	6			19 6	4			19 6	4
— Royal Yard			12 8	8			15 6	3 $\frac{1}{2}$			15 8	3 $\frac{1}{2}$			16 3	3 $\frac{1}{2}$
Driver Gaff			31 0	6											35 0	7
Tryfail Mast to step on the Boom	34 6	6 $\frac{1}{2}$														
Spritfail Yard			37 8	8 $\frac{3}{8}$			40 0	8 $\frac{1}{2}$			41 0	8 $\frac{1}{2}$			41 8	9
— Topfail Yard			24 6	4 $\frac{1}{2}$			25 0	5			25 10	5 $\frac{1}{2}$			25 10	5 $\frac{1}{2}$
Main Topmast Studding-fail Boom			29 9	6	32 0	6 $\frac{1}{2}$			33 0	6 $\frac{1}{2}$					31 6	6 $\frac{1}{2}$
— Top-gallant Studding-fail } Boom }			21 5	4 $\frac{1}{2}$	22 6	4 $\frac{1}{2}$			23 6	4 $\frac{1}{2}$					23 6	4 $\frac{1}{2}$
Fore Topmast Studding-fail Boom			26 2	5 $\frac{1}{2}$	27 6	5 $\frac{1}{2}$			28 10	5 $\frac{1}{2}$					28 0	6 $\frac{1}{2}$
— Top-gallant Studding-fail } Boom }			19 3	3 $\frac{1}{2}$	20 0	4			20 6	4 $\frac{1}{2}$					20 10	4 $\frac{1}{2}$
— Swinging Boom			34 0	6 $\frac{1}{2}$	35 0	7			36 9	7 $\frac{1}{2}$					34 0	7
Main lower Studding-fail Yard			25 6	5 $\frac{1}{2}$			20 0	4			21 0	4 $\frac{1}{2}$				25 6
— Topmast Studding-fail Yard			18 6	3 $\frac{1}{2}$			18 6	3 $\frac{1}{2}$			19 0	3 $\frac{1}{2}$				20 6
— Top-gallant Studding-fail Yard			14 6	3			13 0	2 $\frac{1}{2}$			13 6	2 $\frac{1}{2}$				16 6
Fore lower Studding fail Yard			24 6	4 $\frac{1}{2}$												25 6
— Topmast Studding-fail Yard			16 6	3 $\frac{1}{2}$			15 9	3 $\frac{1}{2}$			16 6	3 $\frac{1}{2}$				18 6
— Top-gallant Studding-fail Yard			12 6	2 $\frac{1}{2}$			11 6	2 $\frac{1}{2}$			11 9	2 $\frac{1}{2}$				14 6
These Gaffs go upon Jack Stays			13 6	6												
— Main tryfail Gaff } — Fore Do. }	20 0	6 $\frac{1}{2}$														

Square Sails as bent at present according to Establishment.				Cloths in the Head by proposed Establishment.	Feet of Canvas gained by proposed Establishment, in Bread h.	Additional Depth of Sails.	Canvas gained by proposed Establishment, in Depth.
		Cloths in the Head.	Depth of the Middle Cloth.				
			Ft. Ins.		Ft. Ins.	Ft. Ins.	Ft. Ins.
Mainfail	- -	28	36 —	30	72 —	2 —	60 —
Topfail	-	18	35 4	20	70 8	1 6	30 —
Top-gallant Sail	-	12	17 2½	13	17 2½	—	—
Royal	- -	9	12 2	11½	30 5	—	—
Forefail	- -	23	27 2	25	54 4	1 6	37 6
Topfail	-	16	31 5	18	62 10	1 —	18 —
Top-gallant Sail	-	10	16 —	11	16 —	—	—
Royal	- -	7½	11 —	9½	22 —	—	—
Mizen Topfail	-	13	19 4	15	38 8	4 6	67 6
Top-gallant Sail	-	9	8 7	10	8 7	—	—
Royal	- -	6¾	6 7	8¾	13 2	—	—
				405	10½		213 0 Gain in Depth.
							405 10½ — Breadth.
							618 10½
				Yards			206 10½ { Yards gained by the above.

Goring Cloths of the Sails not calculated above.

Mainfail	- -	¾ Cloth at the Clues.
Forefail	- -	½ do. at the Head.
Topfails	- -	3 — at the Clues.
Top-gallant Sails	-	3 — do. do.
Royals	- -	1 — do. do.

P.S.—A little more Canvas will also be gained by the additional Hoist of the Top-gallant Sails and Royals, as the new Masts will be rather longer than those fidded at present. It must also be remembered, that the present Suit of Topfails, Top-gallant Sails, and Royals, have all been reached at the Foot to make them go clear of the Top Brims and Stays, consequently not quite so deep as when first supplied.—That is about the Middle Cloths.

No. 3.

Gentlemen,

Admiralty Office, 17th April 1815.

HEREWITH we transmit to you for your Consideration, a Letter from Captain Napier of H. M. S. Erne, reporting the failing and other Qualities of that Ship, and offering it as his Opinion under the Circumstances which he has detailed, that the Erne would be very considerably improved by giving her Masts, Yards, and Sails according to the Establishment which he has proposed in the Paper accompanying his Report, by widening the Channels Six Inches, opening the Hammock Nettings, and reducing the Gallows, and by giving her Four Inches Gripe with Two Inches False Keel; and as this appears to be the ablest Report we have received on this Class of Vessels, we wish you to adopt as far as you may coincide in them, the Suggestions of Captain Napier; but we signify that we do not think that as far as regards the Rigging Warrant, a new Class should be established, but that the Erne should be rigged according to the Class to which she most nearly approaches.

And you are to return the Captain's Report with the Papers accompanying it, to this Office when done with.

We are, &c.

Navy Board.

G. WARRENDER.
J. OSBORNE.
H. PAULET.

No. 4.

Sir,

Navy Office, 25th April 1815.

WE return the Letter from Captain Napier dated 14th Instant, with the Report of the failing Qualities, &c. of the Erne, and desire you will be pleased to inform the Lords Commissioners of the Admiralty, that in obedience to their Directions of the 17th Instant, that we should adopt the Captain's Suggestions for improving the Ship so far as we might coincide in them, we have given Directions to the Officers of Portsmouth Yard to make an Addition to her Gripe, to add a False Keel Eight Inches thick forward, wearing off to Four Inches abaft, to widen the Hammock Stantions so as to stow the Hammocks double, and to lower the Gallows Bitts. We have not thought proper to order an Addition to her Masts and Yards, as from other Ships of her Class repeated Applications have been made for Reduction of the Masts, and because it would interfere with the Establishment for such Vessels.

We are, &c.

WM SHIELD.
R. SEPPINGS.
H. LEGGE.

No. 5.

Gentlemen,

Admiralty Office, 26th April 1815.

WHEREAS you have represented to us by your Letter of the 25th Instant, that in obedience to our Directions of the 17th, that you should adopt the Suggestions of Captain Napier for improving the Erne, so far as you might coincide in them, you have given Directions to the Officers of Portsmouth Yard to make an Addition to her Gripe, to add a False Keel of Eight Inches thick forward wearing off to Four Inches abaft, to widen the Hammock Stantions so as to stow the Hammocks double, and to lower the Gallows Bitts; but that you have not thought proper to order an Addition to her Mafts and Yards, as from other Ships of her Class repeated Applications have been made for Reduction of the Mafts, and because it would interfere with the Establishment of such Vessels; we hereby signify our Approval of the Directions you have given.

We are, &c.

Navy Board.

J. S. YORKE.
GEO. HOPE.
B. P. BLACHFORD.

No. 6.

Sir,

Office of Ordnance, 2d June 1815.

IN reply to Mr. Barrow's Letter of the 1st Instant, expressing the Request of the Lords Commissioners of the Admiralty to be furnished with an Account of the Ordnance Stores issued by H. M. Ships Centaur, Warpite, York, and Vengeur, towards the Equipment of the Fleet on Lake Ontario during the Summer of 1814, I have the Honor, by the Board's Commands, to request you will submit to their Lordships the accompanying Papers, which contain the Information required.

I have the Honor, &c.

J. W. Croker, Esq.
&c. &c.

R. H. CREWE.

Sir,

Office of Ordnance, 2d June 1815.

IN obedience to your Letter of Yesterday's Date, conveying me the Honorable Board's Order to collect and transmit to you for their Information, "An Account of the Stores furnished by H. M. Ships, Centaur, Warpite, York, and Vengeur, towards the Equipment of the Fleet on Lake Ontario during the Summer of 1814," I have the Honor to enclose you a Copy of a Receipt of Stores shipped on board the Warpite and delivered at Quebec for that Service, and which is the only Voucher that appears in the Account of that Ship or in the Accounts of the Vengeur and

York. In respect of the Centaur, the last Accounts in Office for that Ship do not embrace the Time required, being from March 1813 to March 1814.

I have the Honor, &c.

SAM^l WAKEFIELD.

R. H. Crewe, Esq. &c. &c.
Pall Mall.

Office of Ordnance, Québec,
18th August 1814.

RECEIVED from on board H. M. Ship Warpita (John Brown, Gunner) the following Particulars, being for Service of the Naval Department at Kingston, under the Command of Commodore Sir James Lucas Yeo, and transhipped on board the Guardian (No. 504.) Transport for Montreal; videlicet,

Swords, N. Pattern	-	-	-	214
Scabbards	-	-	-	214
Belts for Swords	-	-	-	214
Breeching Tarred, 7 Inch	-	-	-	28
Tackles complete, 3 Inch	-	-	-	84
Rope Sponges, 32 Prs.	-	-	-	28
Sponges with Staves	-	-	-	14
Hooks wad	-	-	-	14
Ladles complete	-	-	-	4
Gun Locks	-	-	-	28
Turn Screws	-	-	-	40
Aprons of Lead	-	-	-	28
Crow Iron, 5 $\frac{1}{2}$ Feet	-	-	-	28
Hand Crow Levers	-	-	-	28
Caps Sponge, 32 Prs.	-	-	-	28
Blocks, Pairs, { 10 Inch double	-	-	-	6
{ 10 - fingle	-	-	-	6 $\frac{1}{2}$
Cartridges Paper, with Flannel Bottoms, } 32-pounders	-	-	-	1,400
Cartridges, Paper	-	-	-	350
Cases of Wood, 32-pounders	-	-	-	64

(15)

No. 7.*

H. M. S. Slanety, Plymouth Sound,
15th March 1815.

Sir,

HAVING been out in very bad Weather lately, on board H. M. Ship under my Command, I beg to state that the following Alterations are absolutely necessary to render the Vessel effective and prevent the Danger of losing the Masts in heavy Gales.

1st. The Masts require shortening at least Four Feet.

2d. An additional False Keel of Six or Eight Inches is required to correct her leewardly Quality.

In conjunction with the above Alterations it will be necessary to take out 25 or 30 Tons of Ballast (100 on board), the Ship now possessing so much Stability as would force the Masts over the Sides before the Hull complained, but which excessive Stability renders her highly dangerous in never yielding to the Sea, and causing to labour extremely hard.

My Reasons for wishing the Masts to be shortened are, that from their Tautness and the small Beam of the Vessel the Rigging has no Spread and consequently no Support, which in Addition to the Smallness of their Diameter has already been the Cause of wringing the Mainmast Head when carrying Sail in a heavy Sea; and from the great Length of the Bowprit and the Ship's labouring, the latter has been sprung.

I do not mean by requesting the above Alterations to insinuate a total absence of all good Qualities in this Ship, but quite the contrary; and I may be permitted to speak by Comparison. I have no doubt when such Alterations have taken place she will be much superior, particularly to the new Ship Sloops in sailing, carrying Sail, and bearing her Guns higher out of the Water.

I have the Honor, &c.

Sir T. B. Martin, K. C. B.
Rear Adm^l of the Red,
&c. &c. &c.

G. R. SARTORIUS.

* This is the Paper alluded to in Page 124 of the Papers already printed, by Order of the 1st and 6th of May last, and which could not be sooner presented.

No. 8.†

H. M. S. Lee, Plymouth Sound,
16th March 1815.

Sir,

I BEG you will be pleased to represent to the Right Honourable the Lords Commissioners of the Admiralty, that the Channels of H. M. Ship under my Command appear so very slight and narrow as not to afford sufficient Security to the Rigging; and as the Defects of the Ship are now making good, I have to request you will move their Lordships to give Directions to have them strengthened and widened accordingly.

I have the Honor, &c.

Sir T. B. Martin, K. C. B.
Rear Adm^l of the Red.

J. J. G. BREMER.

† This is another Paper alluded to in Page 126, under similar Circumstances.



